



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

If the author of *The Nile Quest* had been in quest of the truth, he could have found in the records of the Royal Geographical Society the following letter:

LONDON, July 1, 1881.

DEAR SIR: I am requested by Sir Rutherford Alcock to inform you that he laid your letter to him of 19th May before the Council of the Society and that they have directed the attention of Mr. Ravenstein (who is engaged in compiling for the Society a large map of Equatorial Africa) to the matter, with a view to due credit being given to you for priority of discovery and naming of Lake Ibrahim on the map alluded to.

The Council at the same time disclaimed any responsibility for maps of Africa published by the firm of W. & A. K. Johnston, for whom the late Mr. Keith Johnston must have drawn the map of which you complain.

Your obdt. servt.,

H. W. BATES,
Ass't. Sec'y.

COL. C. CHAILLÉ-LONG.

A little study in the library of the Royal Geographical Society and an inspection of Bulletin No. 4, 1883, of the *Société Khédiviale de Géographie* would have taught Sir Harry Johnston that Piaggia was sent to Lake Ibrahim by Gen. Gordon in 1876, almost *two years after the discovery of the lake by Chaillé-Long*.

The treaty made with King M'tesa has not been allowed to stand; none the less, it remains in history as the work that brought Uganda within the pale of civilization.

National conceit and prejudice will have their way with men, but there are some things which a man of honour cannot do and Sir Harry Johnston has done them.

COLONEL CH. CHAILLÉ-LONG,
Corresponding Member American Geographical Society and
Geographical Society of Paris, Honorary Member
Société de Géographie, Caire, Rouen, etc., etc.

BOOK NOTICES.

Historic Highways of America, by Archer Butler Hulbert, with maps and illustrations. Volumes 1 to 7. The Arthur H. Clark Company, Cleveland.

It is an interesting project to set before the reader the meaning of the paths—of beast and savage, of explorer and pioneer—which have borne a large share in early American history, and in many cases have handed down their importance to the present day. Our author has undertaken to do this in a series of sixteen volumes

(about half completed), of which seven form the subject of the present notice.

The author has wrought in a fresh and inviting field with enthusiasm, and he has gathered much material from the sources of our early history. Geographers, historians, and thoughtful readers must appreciate these volumes; yet there remain several things much to be desired, in form and in elaboration of subject-matter.

As to form, the series is too extended and costly for the amount of material. Three or four volumes might well have appeared as parts of one, instead of so ordering paper margins and blank pages as to make a brief discussion go a long way in the make-up. Instead of sixteen volumes, costing about forty dollars, five or six, costing one-third as much, would have sufficed.

It must be said, further, that the treatment is at many points desultory, savouring of the discursive method of the local annalist, and falling short of the compact, unified structure of a work of history. There is much undigested quotation, which reveals the interest of the sources, but breaks too seriously the thread of the narrative without casting compensatory light on the theme. Volume 4 is the most serious offender in this respect. Out of 213 pages, 100 are occupied with half a dozen solid extracts, chiefly from early diaries. Thus Chapter VI presents an interesting tirade of a crusty Englishman viewing the people of this country as a member of the royal army; but this has little to do with Braddock's Road.

Another serious defect is the dearth of maps. Those which appear are mainly the conventional and obscure maps of contemporary times, which should be included, but need to be supplemented by modern maps, upon which the old routes are so sharply superimposed as to guide and enlighten the modern reader. Too often the reader must gather the scattered materials of the volume, and by his own effort reconstruct the route and form those mental pictures of it for which he naturally looks to the author. Thus Volume 6 (Boone's Wilderness Road) contains nowhere so clear a description of the actual route through the Cumberland Gap as is found in the closing chapters of James Lane Allen's *Kentucky Blue Grass Region*.

It is, perhaps, requiring too much to ask an author to be at home in two fields, and no doubt a geographer may lay too much stress on a knowledge of land form, but greater precision in matters geographic would make these volumes more informing. A concrete case is found in Volume 7, page 146, where, in a very interest-

ing account of the old Oneida Carrying Place, the country about Rome is said to be "very level." So it is, as between east and west, which the author had in mind; but the town and the "carry" lie where the bold hills of the south and the north close in on the deep trough which leads to the Hudson. A more serious error appears in Volume 6, page 26, where we have a reference to the *mountains* of western New York and Pennsylvania. The author is plainly referring to the hill ranges due to the deep dissection of the Alleghany Plateau, which are wholly distinct in origin, structure, and arrangement from the real mountains of which he is also speaking in Virginia.

Volume 16 is to close the series with an index. This will be extremely useful, but it will hardly atone for the absence of an index for each special volume.

One or two errors are due to slips, in composition or proof-reading. Thus we find, Volume 4, page 18, "Odeida" Lake; also in Volume 7, page 145, Rochester is included in a list of sample "classical" names in the State of New York; and at page 149, same volume, St. Leger is said to have been routed at Herkimer, instead of Oriskany.

Volumes 1 and 2 deal with the mound builders' roads, the paths of the great game animals, and the trails of the Indians, and they show, in a striking manner, that civilized man of the last century can claim little originality in his routes, however he may have distinguished himself by his modes of locomotion. The early Kentuckian is quoted who said that the great roadmakers were "the buffler, the Injin, and the Injineer." The buffalo road near old Lexington is said to have diverted the traffic to itself when the first main street of the town became impassable from bad weather. In certain cases, according to our author, railway tunnels are now found exactly beneath old bison trails. These animals also made use of some of the routes later used as portages.

Of specific Indian routes treated we find (Volume 2) the Old Connecticut Path; the Iroquois trail; the Kittanning Path; Nema-colin's Path; and Virginia Warrior's Path. The list also includes several trails in the Central West.

Washington's Road is the theme of Volume 3; Braddock's Road naturally follows in Volume 4. The closing chapter, "Braddock's Road in History," is one of the best in the book, if not in the seven volumes. The Old Glade Road, or Forbes' Road, is the subject of Volume 5. Chapter VII presents this route, as adopted by the State of Pennsylvania, and standing in lively competition with the

more southerly, or Virginia routes, a strife which brings us down to the Baltimore and Ohio and Pennsylvania trunk lines of to-day. Volume 6 (Boone's Wilderness Road) gives us "The Pilgrims of the West;" "The First Explorers;" "Annals of the Road;" "Kentucky in the Revolution;" and "At the End of Boone's Road." The last has some admirable passages upon the significance of this ancient highway in the growth of the nation.

Volume 7 is devoted to Portage Paths. Like its predecessors, it is variable in quality, now offering discussions and narratives of absorbing interest, but suffering at times from the defects to which attention has already been called. The remaining volumes will receive notice when the series is complete. A. P. B.

The Geography of Commerce. Spencer Trotter. Size, 5 x 7 1/2. Pp. xxiv+410. 1903. New York: Macmillan.

This book, which is the first of Macmillan's Commercial Series to appear, is composed of a series of sketches of the resources and industries of the various countries of the world.

Part I. Introductory.—The introductory part is composed of four chapters: The Relations of Geography and Commerce, Climate and Commerce, The Forest, and The Man Element in Commerce. This portion of the book is not satisfactory from a logical point of view. In it we find physiology defined to include the "physical environment," yet we are told that "the relation between the physiographic and human elements in commerce is only a phase of utilizing the resources of the earth."

The assertion is made that the Geography of Commerce includes Economic Geography. Nevertheless, *commerce* refers to the purchase and sale and transportation of goods, while *economic* refers to all activities of man in any way connected with wealth. The proper title for a book like that under consideration is Economic Geography, for when, in it, we are considering such facts as that the metals usually occur in combination with some non-metallic element, or that the materials used to enrich the soil may be divided into three groups, or that wheat is a winter annual, etc., etc., we are not studying commerce at all, but certain technical conditions of the extractive industries mining and agriculture.

Perhaps the book contains as complete an exposition of the physical basis of industry as could be expected in a text for secondary schools, considering the plan which has been pursued in the arrangement of material and the endeavour to say something about